

WINTER CARNIVAL



SOUVENIR 1889.

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1889

C. J. REYNOLDS,

LADIES' and GENTLEMEN'S



QUALITY AND WORKMANSHIP
PERFECT FIT,
GUARANTEED.

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—AND—
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MUFFS AND ALL KINDS OF FANCY FURS.

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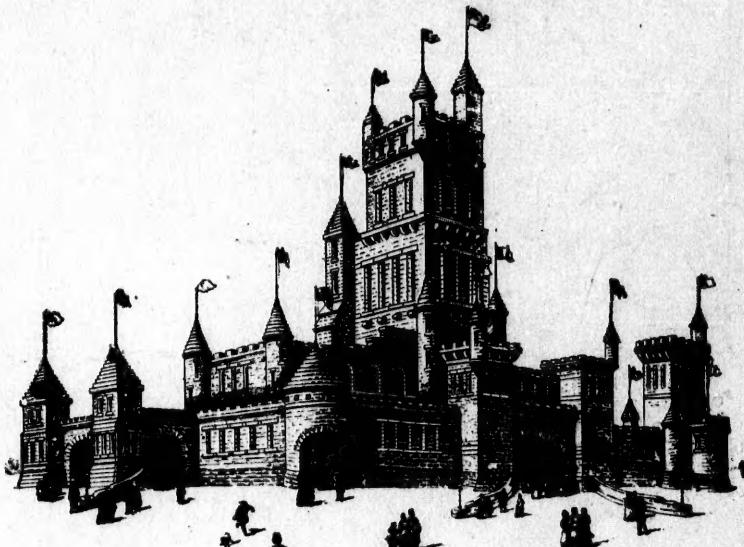
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ST. JAMES ST.,
MONTREAL.

Special Prices during Carnival Week.

MONTRÉAL Winter * Carnival

SOUVENIR,



1889.

COMPILED BY J. E. NELSON RATTE
PUBLISHED BY

CANADA RAILWAY NEWS CO'Y, LIMITED,
496 ST. JAMES STREET,
MONTREAL.

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THE GREAT CARNIVAL OF THE NORTH.



If the question were asked, "What is the most striking characteristic of Canada?" the answer would undoubtedly be—its Winter Carnival. It has about it a picturesqueness that is distinctively Canadian, a freedom that well comports with our institutions, and a sense of enjoyment such as only obtains in a climate where winter occupations and winter pastimes are possible. The Ice Palace, fashioned by the hands of skilful workmen, may be said to represent the strength and beauty and rugged grandeur of the Canadian character, while the varied pleasures in which our people take part during the winter months, lend tone and color and warmth to a picture which has left its impression on the minds of multitudes of men from other lands. If nature has been lavish in her distribution of keen frosts and snowfalls in these northern latitudes, she has, with due regard for the law of compensation, been equally lavish in her distribution of the physical qualities which enable our people to make the most of them. The outdoor enjoyments of a Canadian winter are a perpetual tonic, and play an important part in building up a community of men and women, whose ancestors came from beyond the sea to found a new nation and unfold for the records of civilization the pages of half a continent. Of such a land Whittier must have spoken with inspired thought when he said,

"I hear the tread of pioneers,
Of nations yet to be,
The first low wash of waves where soon
Shall roll a human sea."

Our people display the true philosophical spirit when they make the best of the conditions by which they are environed, and the Winter Carnival, with its Ice Palace and concomitant pastimes, proves to the world that climatic conditions which at first appear to be harsh and inhospitable, can be made subservient to the purposes and pleasures of a progressive people. During the winter months Montreal becomes the Mecca of pleasure seekers from sunnier climes, and the eagerness with which they look forward to the return of the Carnival season, and the zeal with which they enter into the enjoyments pertaining to it, reflect the feelings which dominate our people, and give buoyancy and brightness to the rule of the Frost King in his Canadian Kingdom. People who have never been in Canada during the winter season have but vague and ill-defined ideas of the enjoyment that is had in snowshoeing, tobogganing and sleigh-riding, and a visit to Montreal serves to dissipate the absurd ideas that prevail in some countries, that our people can see the North Pole from their back windows, and that they rarely ever venture out of doors while the snow is on the ground. Winter is really the most delightful and exhilarating season of the year in Canada, and the denizens of warmer climes who visit the Carnival have ample opportunities of determining for themselves, by practical experience, how much enjoyment is to be taken out of winter pastimes. The climax of the Winter Carnival is seen in the storming of the Ice Palace, a sight which is in its way a thing of beauty, and a fitting conclusion of a season of merriment and picturesqueness, of which the early pioneers, whose bark canoes floated languidly on the placid waters of the St. Lawrence, little dreamed, but which their successors have crystallized into a glowing reality, instinct with life and movement, while Mount Royal looks down from its Olympian heights, wrapped in its mantle of purity, and keeps watch and ward, lending the grandeur and beauty of its proportions to a scene which lives in the memory forever after.

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THE CITY OF MONTREAL.

VISITORS to our Winter Carnival must not hastily conclude that we are a Hyperborean people, of cheerful disposition in outward seeming, but, in reality, wrestling for our living with an unfavourable climate and holding Carnivals to keep our spirits up. A glance from the Mountain Park over the substantial buildings of the city, and the costly villas of the suburbs will convince any stranger that we are a people with a surplus of material comforts. The numerous tall chimneys, which are obscuring the clear sky with smoke, only partially explain our resources. Nor will our position be explained by remembering that Montreal is the pivot of two immense railway systems. For not only does the Grand Trunk centre here, extending from Portland and Quebec to Chicago and through the West—a system with its branches of 4,099 miles, under one management—but the Canadian Pacific system, with an aggregate length of 5,292 miles, the longest railway in the world—reaching, under one management, from the Atlantic to the Great Western Ocean—has its vital centre in Montreal. These two railways span the St. Lawrence here by bridges, each unique of its kind. The Victoria Bridge, 9,184 feet, and the Canadian Pacific Bridge, 3,660 feet in length. Montreal, then, is a very remarkable centre of converging railways; but even this circumstance does not fully explain the whole business of the city, for the exports amounted in the year just closed to \$24,049,638; and the imports for the year ending September 30th, 1888 (the latest date attainable now) to \$41,481,330; while the aggregate banking capital, of those banks only which have been originated and their head offices here, amounts (with the accrued rest) to \$32,000,000.

Nature, at Montreal, runs through a wider cycle of change than in any other city of similar size in the world. A few short months hence, and the fields, now resting invisible under the snow, will start into life, and under a summer temperature, the same as that of Central France, even semi-tropical crops such as maize, tomatoes and tobacco will ripen in the open air. Wharves, now invisible under the ice, will be encumbered with freight discharged all day long from great black-hulled ocean steamers, while at night, aided by the artificial daylight of electric lamps, long trains of cars will roll over these now hidden wharves, and distribute the freight over the country as far as the Pacific Ocean. It is difficult to realize this in winter. The large elevators seem useless on the margin of our icy river, over which the *habitants* are drawing their produce to market; but the figures of last summer's business, in our now silent harbour, will help our visitors to realize it. Last season, 655 ocean vessels, nearly all steamers of the largest size, measuring 782,473 tons, arrived at our port. To meet these there came from the western lakes 5,500 inland vessels, with an aggregate of 863,014 tons. The leading items of export during the same period, were: Wheat, 2,033,325 bushels; Corn, 2,721,282 bushels; Peas, 895,314 bushels; Flour, 585,602 Cheese, 1,116,627 boxes; Lumber, 120,979,881 feet; Phosphates, 16,133 tons; Apples, 264,113 barrels; Cattle, 61,003; Sheep, 46,223. These are only some of the items which make up our summer business.

But our winter visitor should know that Montreal is not only a port, but also a *free* port; free from all tonnage and harbour dues; and moreover that it is accessible to the largest ocean steamships. At Liverpool there is a depth of only 9 feet at low water on the

bar of the Mersey ; vessels can be docked only when the tide is at its height. At New York, the depth over the bar at Sandy Hook during low water is 21 feet, at highest tide, 29 feet. At Boston the range is from 21 feet at low tide to 29½ feet at highest ; but from Montreal there is always a depth of 27½ feet of water from the wharves at lowest river level to the ocean. Thanks, then, to natural advantages of situation and to the energy of some of her citizens, living and dead, Montreal sits enthroned the Queen of the waters of the North.

The future of Montreal as a manufacturing centre is bright, because of the orderly and industrious habits of the working classes. The population in 1888 was 195,864, and it is difficult to foresee to what extent that number may grow when all the natural advantages of the city are utilized. The assessed value of the real estate in 1887 was \$102,641,720, and the municipal revenue was \$1,948,393. A glance at the map will show the magnitude of the basin of the River St. Lawrence with its tributaries, and a glance at the distant shore across the river will show the volume of its waters. All this water drops 45 feet in 8½ miles, just above the city. The Connecticut River at Holyoke affords 60,000 horse-power, and this is leased at \$4.62 per horse-power per annum, so that each mill privilege of 65 horse power costs \$300 per annum. Compare the basin of the Connecticut with the basin of the St. Lawrence, and calculate the number of horse-power running to waste at Montreal ; bear in mind the qualities of the working population, and the possibilities of the city will begin to appear. The day may arrive when the Queen of the waterways of the North will cease to obscure her clear skies with the unconsumed residues of coal imported from a distance, when a portion of the unused power of the river may be utilized, and the annual cost of a horse power may sink to five dollars ; then the natural advantages of Montreal will stand clearly revealed, even during a Winter Carnival.

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MONTREAL,

A city of the Province of Quebec, the Commercial Metropolis of the Dominion of Canada, situated on the south side of the Island of Montreal, in the St. Lawrence River (here over two miles wide), is 180 miles south-west of Quebec, 620 miles from the sea, 420 miles north of New York. It is at the head of ocean navigation, and at the commencement of lake and river navigation, and has railway communication with the chief cities and towns in the Dominion of Canada and the United States.

The Island of Montreal, on which the town is built, is situated at the confluence of the Ottawa with the St. Lawrence. It is thirty-two miles long by ten miles broad at the widest part, generally level, with the exception of the mountain, which rises north-west of the City. The soil is for the most part fertile and well cultivated, and is watered by numerous small streams, and the climate is particularly favorable for the growth of nearly every kind of grain, fruit and vegetable.

Montreal occupies a low tract of land about two miles wide, between a considerable and very beautiful elevation called "Mount Royal," and the river. It is divided into nine wards, and has over 200 miles of streets and lanes. Some of the streets are narrow and ill paved, but the majority will compare favorably with those of any other city on this continent. The principal streets have large well-built edifices, constructed chiefly of limestone quarried near the city. These buildings, combined with the effect of the lofty towers and spires, give the city a very imposing appearance when viewed from a distance. Notre Dame is the main street, running on the centre of the ridge, on which the city is built, but St. James Street is wider and more elegant. The chief business streets are St. Paul, Notre Dame, St. Lawrence, McGill, St. James and Craig.

The city is well supplied with water, electricity and gas.

The principal public buildings are the City Hall, Court House, Post Office, Custom House, Seminary of St. Sulpice, Convent of Notre Dame, General Hospital, Grey Nunnery, Montreal College, McGill University, St. Mary's College, Young Men's Christian Association Building, Theatre Royal, Academy of Music, Medical School, Victoria Skating Rink, Protestant House of Industry and Refuge, St. Bridget's House of Refuge, Protestant Orphan Asylum, St. Patrick's Orphan Asylum, Deaf and Dumb Asylums (Protestant and Catholic), the Hotel Dieu, Ladies' Benevolent Institution, Female Home, Protestant Infants' Home, Queen's Hall, Mechanics' Hall, Drill Shed, Sailors' Institute, St. George's Home, St. Andrew's Home, St. James Club, Montreal Telegraph Office, &c., and eight markets, including the Bonsecours, a magnificent pile with a lofty dome, fronting the river. There are also a Society of Natural History, a Mechanics' Institute, the Fraser Institute—a free library, Merchants' Exchange, Board of Trade, Corn Exchange, &c., and fifty-eight churches, viz: Church of England, twelve; Church of Rome, eighteen; Church of Scotland, six; Presbyterian, five; Wesleyan Methodist, six; new Connexion Methodist, one; Baptist, three; Congregational, two; American Presbyterian, one; Unitarian, one; German Protestant, one; French Evangelical, one; Swedenborgian, one; and three Synagogues.

The largest banking houses in the Dominion have their head offices in Montreal, are mostly situated in Place d'Armes and St. James Street, and consist of very handsome and costly structures.

The harbor of Montreal, which is formed towards the St. Lawrence, is secure, and the quays are unsurpassed by those of any city in America; built of limestone, and uniting with the locks and cut stone wharves of the Lachine Canal, they present for several miles a display of continuous masonry which has few parallels. No unsightly warehouses disfigure the river side. A broad terrace, faced with grey limestone, the parapets of which are surmounted by a strong iron railing, divides the city from the river throughout its whole extent. Improvements in the harbor (which is controlled by Commissioners) are yearly being made to accommodate the large increase of shipping.

Among the manufactures of Montreal are foundries of cast iron, distilleries, breweries, sugar refineries, soap and candle works, manufactures of hardware (including excellent cutlery), carriages and sleighs, corn brooms, wooden ware of every description, glass, paints and drugs, edge tools, locomotives, steam engines, boilers, India rubber goods, printing presses, agricultural implements, musical instruments, paper, rope, sewing machines,

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types, pins, tobacco, woollen and cotton goods, boots and shoes, &c., &c. There are besides, saw and flour mills, rolling mills, lead works, brass foundries and many other industrial establishments.

Montreal is the headquarters of the Canadian Pacific Railway and the Grand Trunk Railway, the head offices of the former being at their new depot the head offices and chief works of the Grand Trunk are at Point St. Charles, a suburb in the western part of the city. The Victoria Bridge here spans the River St. Lawrence. The first stone of this great masterpiece of Stephenson was laid July 20th, 1854, and the first train crossed over it December

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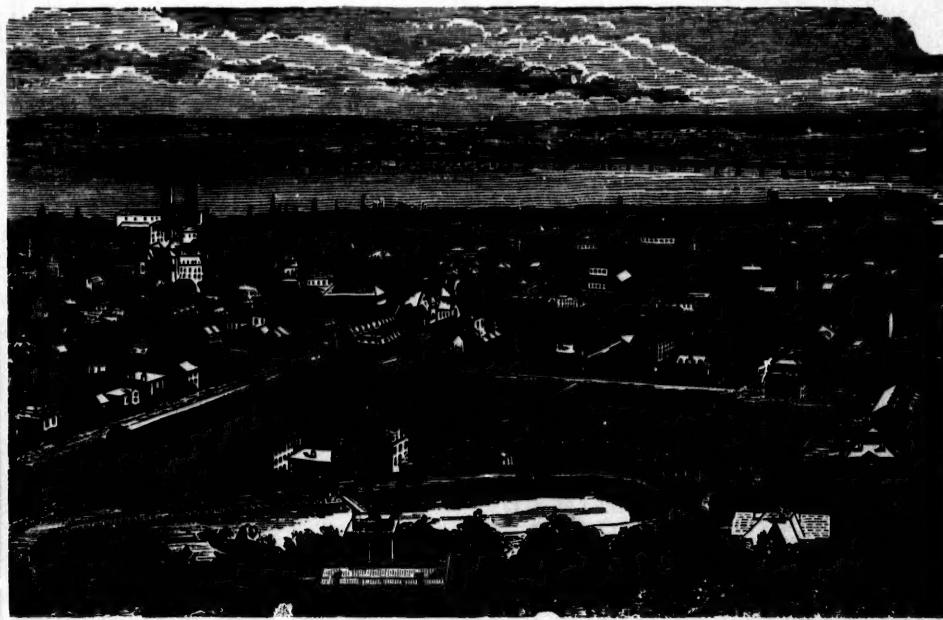
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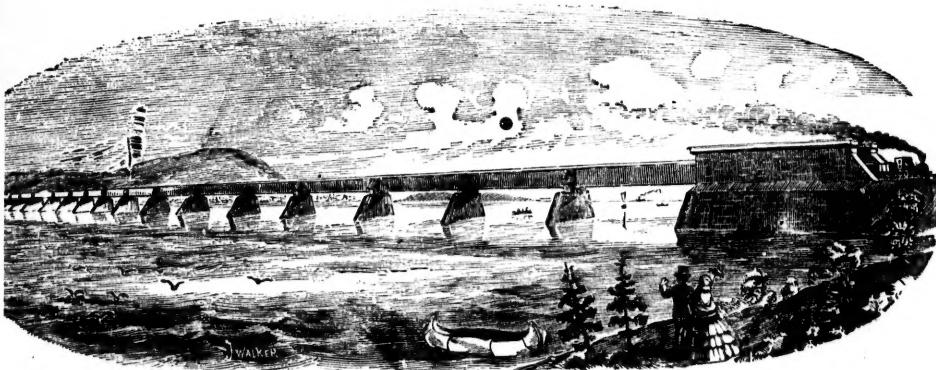
CITY OF MONTREAL.

19th, 1859. It is 9184 lineal feet in length—twenty-four spans of 242 feet each, and one (the centre, sixty feet above the river) of 300 feet. The bridge cost nearly \$7,000,000.

The educational means of the City comprise a University with faculties of law, art, science and medicine open to persons of all religious denominations; a Roman Catholic Theological College, Methodist, Presbyterian, Baptist, Anglican and Unitarian Theological Colleges, a Jesuit College, a high school, two Normal Schools, several classical and scientific academies, and a number of private and public schools; also two affiliated medical colleges, one to Bishop's College, Lennoxville, the other to Victoria College Cobourg.

The population of Montreal is about 200,000. The history of Montreal dates back to 3rd of October, 1535, when Jacques Cartier first landed on its shores. An Indian village called Hochelaga existed here at this time. The way to it was through large fields of Indian corn. Its outline was circular, and it was encompassed by three separate rows of palisades or rather picket fences, one within the other, well secured and put together. A single entrance was left in this rude fortification, but guarded with pikes and stakes, and every precaution taken against seige or attack. The cabins or lodges of the inhabitants, about fifty in number, were constructed in the form of a tunnel, each fifteen feet in length by fifteen in breath. They were formed of wood covered with bark. Above the doors of these houses as well as along the outer rows of palisades ran a gallery ascended by ladders, where stones and other missiles were laid in order for the defence of the place. Each house contained several chambers, and the whole were so arranged as to enclose an open court yard, where the fire was made. Cartier named the place Mount Royal. It first began to be settled by

Europeans in 1542, and exactly one century after, the spot destined for the city was consecrated with due solemnities, commended to the "Queen of the Angels," and called *Ville Marie*, a name which it retained for a long period. In 1760 it was taken by the English. At this time it was a well peopled town of an oblong form, surrounded by a wall flanked with eleven redoubts—a ditch about eight feet deep and a proportionable width, but dry, and a fort and citadel, the batteries of which commanded the streets of the town from one end to the other. The town was at this time divided into upper and lower town, the upper town being the level of the present Court House. In the lower town the merchants and men of business generally resided, and here were situated the royal magazines, the armory, and the nunnery hospital. In the upper town were the principal buildings, such as the palace of the Governor, the houses of the chief officers, the Convent of the Recollets, the Jesuits' Church and Seminary, the Free School, and the Parish Church. The houses were solidly constructed in that semi-monastic style peculiar to Rouen, Caen and other towns in Normandy. Early in the present century vessels of more than 300 tons could not ascend to Montreal, and its foreign trade was carried on by small brigs and barges. In 1809 the first steam vessel, "The Accommodation," built by the Hon. John Molson, made a trip to Quebec; she had berths for about twenty passengers. Years of industry, intelligence, enterprise and labor have produced a mighty contrast—Ocean steamers of 4,000 tons, the magnificent floating palaces of the Richelieu Company, and ships from 700 to 2,000 tons, from all parts of the world, now lie alongside the wharves of the harbor, which are not equalled on this continent in point of extent, accommodation, approach and cleanliness. In 1832 the cholera raged in Montreal with great violence, carrying off 1,843 inhabitants in a population of a little more than 30,000. In April, 1849, a political mob burned the Parliamentary Buildings (which were situated on the site of the St. Ann's market), and the seat of the Government was in consequence removed to Quebec, subsequently to Toronto, and finally to Ottawa. In July, 1852, a destructive fire laid waste a large part of the city, burning 1,108



VICTORIA BRIDGE.

houses and destroying property valued at \$1,363.264. The Hotel Dieu was founded in 1644 by Madame de Bouillon, and six years afterwards the Convent of Notre Dame was founded by Mademoiselle Marguerite de Bourgeois. In 1663 the Company of Montreal was dissolved, they having already sold their rights to the religious order of St. Sulpice at Paris, by whom was founded the Seminary belonging to that order, and still existing in the city. The two oldest churches in Montreal are the Bonsecours (Roman Catholic) and St. Gabriel (Church of Scotland.) The former was erected in 1658; was burned in 1764, but was rebuilt in 1771. The latter was built in 1792. Montreal is surrounded by villages whose population number over 20,000.

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ST. JAMES STREET

Is one of the principal thoroughfares of the city. It is paved with asphalt pavement in the older portion, extending from McGill Street and Victoria Square to St. Gabriel Street eastward, and is lined with fine buildings, consisting of public buildings, stores and offices, amongst the principal of which, at the corner of St. Peter Street, stands the Mechanics' Hall. This building is in the Italian style of architecture, and consists of three divisions, the centre having a portico with columns and rusticated pillars on the lower storey. The pillars and quoins are ornamented, and the windows on St. James Street have moulded cornices. The Library of the Institute contains over 5,000 volumes, and the reading room is supplied with British, United States and Canadian papers and periodicals, and during the winter months classes in several useful branches of education are sustained by the Institute and are well attended.

Looking across St. James Street we notice a beautiful building, the Merchants' Bank, of which the late Sir Hugh Allan, of Steamship fame was President and founder.

The general design of the building is of modern Italian character, the basement being rusticated, and built of gray Halifax granite, while the rest of the building is Ohio sandstone with polished Peterhead granite columns at the principal entrance. Internally, the arrangement is somewhat peculiar, the general banking office being arranged at the back of the building, approached by a central corridor from the street. This is a handsomely designed room, about sixty feet by fifty feet, and forty-two feet high, paved with tessellated tiles, with galleries for head clerks, etc., on two sides. Out of this main banking office, which is fitted up in the most elaborate style, are the strong rooms, which have been designed and constructed with the utmost possible care to ensure the safety of their contents against fire and thieves, no expense having been spared to make them as perfect as possible.

Across St. Peter Street, directly opposite the Mechanics' Hall, stands the Molsons Bank.

It is built entirely of Ohio sandstone, and is three storeys in height, with a lofty basement. The style is that known as the Italian, and is highly ornamented. On the two upper storeys of the front on St. James Street are richly carved wreaths, flowers, fruit, &c. The main entrance, on the same street, is through a portico, supported by highly polished columns of Scotch granite. Similar columns of smaller dimensions are placed above these, and extend to the third storey. The front is surmounted by a richly carved shield, bearing the arms of the Molson family, and supported by two female figures, the whole being executed in sandstone. The building is finished with a mansard roof, surmounted by a fancy iron railing. The banking room occupies the ground floor.

A short distance on the opposite side of the street is a large and grand structure, put up on the site of the old St. James Street Methodist Church, by the Society bearing the same name. It is one of the largest and most handsome buildings in the city and is to be utilized for offices.

On the same side of the street, and almost adjoining this building, are the buildings of the Citizen's Insurance Company, and, opposite the Canada Life Assurance Co., built of sandstone. Granite columns ornament the facade of the latter building. Adjoining this building is a lofty and elaborate structure, the property of and occupied by the City and District Savings Bank.

This has a frontage on St. James Street of thirty-two feet only, but extends along St. John Street over 100 feet, with an equal distance on Notre Dame Street. The building is five storeys in height, and three of these storeys are fire-proof. The banking offices are in the lower storeys, the upper being occupied as offices.

The narrow street (St. John) on which the greater extent of this building stands, somewhat hides the beauty of architecture displayed, as it does also one facade of the Barron Block, which forms the opposite side of the street. This latter block, however, has the advantage of a very extended facade on St. James Street, and is without doubt one of the finest, in the city erected for offices. It is four storeys in height, and is built entirely of Montreal stone. The first storey is composed of fluted Corinthian columns, detached from the pier behind, and the columns of the upper storeys are similar in effect, but engaged. Each column has richly carved caps. The building is surmounted by a bold, massive cornice, of handsome design, above which rises the mansard roof. The Bank of Toronto is in this building.

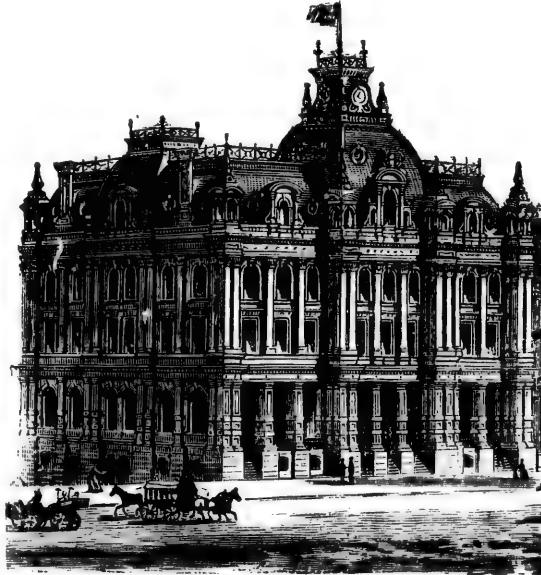
On the opposite side of the street is the new building of the Standard Life Assurance Company, built of brown sandstone. This is, without doubt, the handsomest building of its kind in Montreal.

Passing on we speedily reach the St. Lawrence Hall, favorably known as a first-class hotel, patronized by royalty and by many distinguished visitors to the city. Immediately opposite is the Bank of British North America. It is of the composite style of architecture, and is built entirely of cut stone. While not remarkable for any great boldness in design, it cannot fail to attract attention for its solidity. The banking room occupies the whole of the ground floor, and is very spacious and light in appearance. The upper part of the building is occupied as offices for the several departments.



ST. LAWRENCE HALL.

Forestry Hall, formerly the (Old) Post Office Building, is the next edifice presented to our notice. It comprises a basement and three storeys, with mansard roof, and is of course cut stone masonry.



POST OFFICE.

The Post Office opposite is a very handsome building with a frontage on St. James Street of 120 feet and on St. Francois Xavier Street of ninety-two feet. It is wholly built of Montreal grey stone. The facade on St. James Street has an imposing appearance, the ground storey being in the Doric style, and the second and third having full carved Corinthian columns of rich design. The facade on St. Francois Xavier Street is in keeping with St. James Street, having Corinthian pilasters, and finished in other respects similar to the main front. The top cornice on these fronts is of rich finish, and the roof and towers are in French style. The centre tower terminates above the mansard roof, with a massive cornice and cresting. The tower contains a large clock having four faces and illuminated dial. The interior is finished in a style corresponding with the exterior, and every possible convenience is supplied for properly conducting the immense postal business connected with the city.

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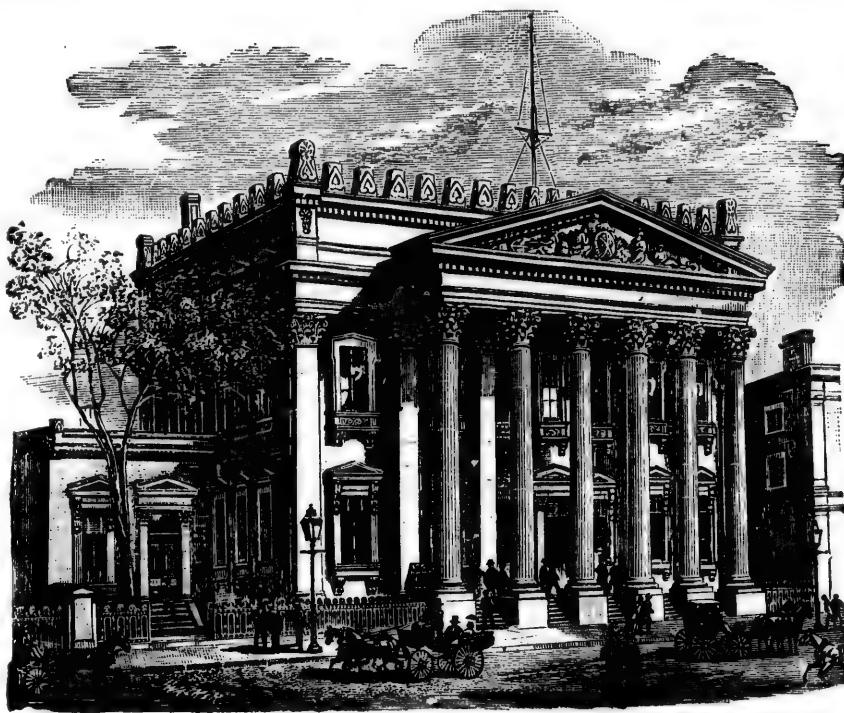
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Adjoining the Post Office is the Bank of Montreal. This is the finest public building in the city, and is not excelled by any banking institution in America. It is built in the Corinthian style of architecture, and has a frontage on St. James Street of over 100 feet, and extends to Fortification Lane, in the rear. The main building stands back from the street about twenty feet. The entrance is by a portico supported by immense columns



BANK OF MONTREAL.

of cut stone. They are surmounted by a pediment. The sculpture on the pediment is fifty-two feet long, and weighs over twenty-five tons, there being twenty different pieces. The figures are colossal—eight feet in height for a human figure—and are placed at an elevation of fifty feet from the ground. The arms of the bank, with the motto *Concordia Salus*, forms the centre of the group. On each side, *vis-a-vis*, is seated a North American Indian. One of these is a perfect illustration of the poet's conception: "When wild in the woods, the noble savage ran." The other has made some progress, and points his finger to the fruits of civilization beside him by way of enforcing the argument he is maintaining with his swarthy brother. The other two figures are a settler and a sailor on either side, the former with a calumet or pipe of peace in his hand, reclining upon logs, and surrounded by the implements and emblems of industry, the spade, the plough, the locomotive engine, literature and music putting in a modest appearance in the distance, in the shape of a book and lyre. The settler is the very type of a backwoodsman, of a stalwart frame, rough and ready; and the sailor on the other side, is not less effective a specimen of the British tar. He is pulling a rope and is appropriately encompassed by the emblems of commerce. The whole sculpture is cut in Binny stone, and its light hue brings it into fine relief, when placed against the dark blue tinge of the Montreal stone. The work was executed by Mr. John Steell, R. S. A., Her Majesty's sculptor in Scotland. Connected with this bank is a Savings Branch, the business of which is carried on in a building adjoining the one just described and entered from it by fire-proof passages.

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Taking our stand on the steps of this bank, we have before us the square known as Place d'Armes, during the French *regime* a Market place and Drill Ground, but now a beautiful, though small public garden with a fountain in the centre. On part of this square stood, in early days, the French parish church, the foundation of which was laid in 1671. The church was low, built of rough stone, pointed with mortar, and had a high pitched roof, covered with tin. On this square, in 1775, was assembled the handful of citizens, soldiery and regulars, who, after a review, proceeded to the point where Ethan Allen and his followers had landed, in his reckless adventure to capture the city, in which he was defeated.

The scene has greatly changed. The square is now enclosed with a neat iron railing on a stone foundation, a fountain is erected in the centre and handsome entrance gates are erected at the four corners. The stone posts on either side of the gates are surmounted by a shield with the Arms of the city, cut in stone. On either side of the square are buildings which, for solidity and architectural beauty, are unsurpassed in Canada. These buildings are chiefly devoted to Banking and Insurance Offices. That which immediately adjoins the Bank of Montreal was formerly known as the City Bank, but is now the Head Offices in Canada of the Imperial Fire Insurance, of London. It is a plain but substantial stone building of the Doric order, five storeys in height, the centre portion of the building being formed of two rows of stone columns. The Company has recently made extensive additions to the building both in front and rear, and the interior arrangements are commodious and complete. Further on, at the corner of St. James Street and Place d'Armes Hill, is the building of the Life Association of Scotland, a lofty edifice of sandstone. On the left hand side of Place d'Armes is the Jacques Cartier Bank, a beautiful new building, well executed in the modern French renaissance style, four storeys in height, with high mansard roof.

A few yards further along, and at the corner of Notre Dame Street, stands the Masonic Hall, or, as it is familiarly known, Muir's Building. The Lodge Room, in the upper portion of the building, is beautifully fitted up with all the requirements necessary for the ceremonies observed by the "brethren of the mystic tie."

On the opposite side of the square stands the Ontario Bank. This building is in the pure Italian style of architecture, chaste and simple in its features, yet producing a handsome façade. It is four storeys high, and built of Montreal stone. The frontage of the building is fifty feet, and the depth seventy feet; height over sixty-two feet, forming as a whole a very fine building. On the Notre Dame Street corner is the handsome building occupied by the Royal Insurance Co., and on the corner of St. James Street the handsome edifice of the Liverpool, London & Globe Insurance Co.

A short distance on, at the extreme east end of St. James Street, is St. Gabriel Street Church, the most interesting to Protestants, as the old Bonsecours Church is to Roman Catholics, from being the first and oldest in the city used by English-speaking people. It was erected in 1792, and has the oldest bell of any Protestant church in the Dominion. In appearance it is rather bare and plain, but its appearance of antiquity cannot fail to attract attention.

The extension of St. James Street, from McGill Street and Victoria Square, was formerly called Bonaventure Street, giving the name to the Station of the Grand Trunk Railway. The Old Station which has done service for many years is demolished, and replaced on the same site by a magnificent structure.

NOTRE DAME STREET

Runs parallel with St. James, and adjoins it next towards the south, or River St. Lawrence Harbor. The inclusion of St. Mary Street to the east, and St. Joseph Street to the west, has made it the longest, as it is the oldest, in the city. The main or central portion of the street, besides containing most of the retail shops, is the most interesting portion historically, and contains several notable edifices, chief among which is the Parish Church of Notre Dame, or the Cathedral, as it is erroneously designated by many, facing Place d'Armes, already mentioned in connection with St. James Street. Like a giant among pygmies, it raises aloft its twin towers of stone, from which ever and anon peals forth the music of sweet-toned bells, and the deep roll of the "Gros Bourdon," or great bell, which is suspended within the western tower. For miles distant these towers may be discerned, and its worldwide reputation naturally makes it the centre of attraction to the tourist. The building

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IMPERIAL FIRE INSURANCE COMPANY'S BUILDING.

is of the Gothic architecture, and has no superior on the Continent of North America. The length of the church from east to west is 225 feet six inches, and its breadth from north to south is 144 feet six inches. On St. Sulpice Street the height from the street to the eaves is sixty-one feet. On the west front it has two towers 220 feet high. The space between the towers is seventy-three feet by 120 feet in height. The building will accommodate 10,000 persons. The eastern window at the high altar is sixty-four feet in height by thirty-two in breadth; it is separated by shafts into five compartments, and subdivided by mullions into thirty-six divisions. The portal is formed by an arcade of three arches, each nineteen feet by forty-nine in height.

From this arcade are the entrances to the Church, and over the arcade are three niches in which are placed three statues. In the south-west tower is placed the largest bell in America, weighing 29,400 lbs., while the other tower contains a chime of bells. Admission may be gained to the south-west tower every day (except Sunday) during the summer, and from the summit the spectator has a delightful and extensive view of the city, the river and surrounding country,

Adjoining the church, and facing Notre Dame Street, is the venerable Seminary of St. Sulpice, which was founded about the year 1657 by the Abbe Quelus, who then arrived from France, commissioned by the Seminary of St. Sulpice at Paris to superintend the settlement and cultivation of their property on the Island of Montreal, and also to erect a Seminary upon the plan of that at Paris. His instructions were so well fulfilled that the establishment he formed has existed until the present time, modified by many and great improvements.

In the old building opposite is the Parish Library, containing the works of the Bollandists, with a large collection of other theological works.

Going east a short distance, midway between Place d'Armes and the Court House we stop, and passing through a modest-looking gateway, we find ourselves surrounded by ancient-looking buildings with old-fashioned slanting roofs and iron shutters. This is the Convent of "La Congregation de Notre Dame," founded by the celebrated Marguerite Bourgeois, who commenced the undertaking in the year 1659 with some young ladies she had brought from France. The buildings originally extended 234 feet along Notre Dame and 433 feet on St. Jean Baptiste Street. The Notre Dame Street front was enclosed by a high stone wall, which was taken down about 1835 and a range of cut stone houses and shops erected. The buildings in St. Jean Baptiste Street still stand, but the old chapel was taken down a few years ago and was replaced by an elegant edifice of cut stone, entrance to which is gained by this arched gateway from Notre Dame Street. The black dress worn by the sisters of this congregation has given to the establishment the name of the "Black Nunnery."

Proceeding along Notre Dame Street, we reach the Court House. This building is after the Grecian style of architecture, modified to suit the requirements of the courts of law and the vicissitudes of the climate, and, although divested of some of the elegant ornamentation belonging to this beautiful style, is yet, in its unpretending and massive grandeur, second to few buildings in this city. The most striking feature is its large Ionic portico and the bold projection of the pediment, which gives the central portion of the principal front a very noble appearance. The front is divided in its length into five compartments, the wings advancing somewhat less than the centre so as to give the facade an artistic prominence, and to free the building from that monotony which marked the earlier public buildings of the city. Ample proportions are given to the entrance, vestibules, corridors and staircases, while spacious halls of justice and public offices are laid out, as well as anterooms and private chambers for the judges and chief officers of the court. These offices are well lighted from the sides. Besides capacious fire-proof vaults, the building contains rooms for the Police, Criminal, Circuit, Superior, and Appeal Courts, advocates' rooms, Council room, and Library offices for the Prothonotary, Sheriff and Registrar, and rooms required for all other officers engaged in the administration of justice. The total length of the building is 300 feet; width, 125 feet; height, seventy-six feet. It is built entirely of Montreal stone, and the roof is covered with bright tin.

In rear of the Court House is a large level plateau known as the Champ de Mars, which was formerly used as a parade or drill ground for the troops. It was originally but a small piece of ground situated in one of the bastions of the old town wall, but after the walls were removed it was enlarged to its present dimensions, 240 yards long by 120 wide.



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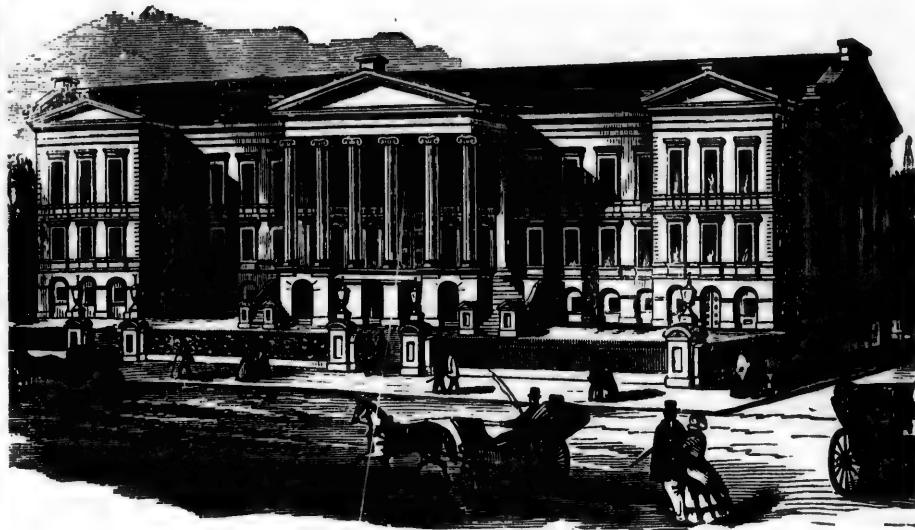
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COURT HOUSE.

On the site adjoining the Court House is erected the City Hall, a very handsome imposing building in the modern French style, with mansard roof and pavilion in the centre. It is four storeys in height, and 185 feet in length, and is one of the ornaments of the city. Immediately facing the City Hall on Notre Dame Street, stands a quaint looking low building enclosed by an iron railing. This cannot fail to be a point of interest to the American visitor.

During the American invasion in 1775 it was occupied by the American Brigadier-General Wooster, and in 1776 by his successor, Benedict Arnold, who held a council there with the illustrious Franklin, the two Carrolls (Charles Carroll, of Carrollton, and his brother afterwards Bishop Carroll), and Mr. Samuel Chase. In this building was erected the first printing press ever used in Montreal. It had been brought by Franklin in order to publish matters likely to bind the French-Canadians to the "American Cause," but as neither the "pen" or the "sword" proved successful, the principals retired from the field, and the printer remained, and shortly after started a newspaper which is still published—the *Montreal Gazette*. This building with additions was formerly known as the Jacques Cartier Normal School, but is now used by the Medical Faculty of Laval University.

In front, it is 100 feet in length, fifty-one in breath, two storeys in height, and is built of stone; in the rear it has a wing 136 feet long, thirty feet wide, four storeys high, and built of brick. The principal building, fronting on Notre Dame Street, and formerly known as "Le Vieux Chateau," was constructed by Claude de Ramezay, Esq., formerly, Governor of Three Rivers, afterwards Governor of Montreal, father of J. Bte. Nicolas Roch de Ramezay, who signed the capitulation of Quebec. It long continued to be the residence of the French Governors, and even after the conquest was used for similar purposes.

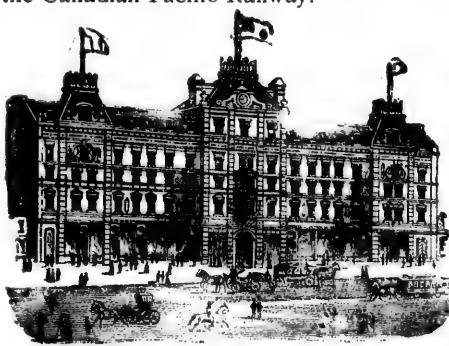
Directly opposite the Court House, at the head of the open space in front, called Jacques Cartier Square, (which we may remark *en passant*) is erected on the old Jesuit estates, confiscated at the conquest), stands Nelson's Monument. The monument is built of Limestone, and the ornaments are of composition invented by Coade and Sealy, of London, and were executed by them. The base, or pedestal, is square, six and a half feet broad on each side, and about ten feet high. From the top of this a circular shaft or column rises fifty feet in height and five in diameter. It is of the Doric order, and finished with mouldings. On the top of the pillar is a square tablet, the whole surmounted with a statue of Nelson eight feet in height. The face is directed towards the west, and looks as if intently watching the termination of some great event. His left arm is resting upon the stump of a broken mast, surrounded by tackle, blocks, etc., as they appear to have fallen from the rigging. He is dressed in full uniform, and decorated with the insignia of the various orders of nobility confer-

red upon him. In former days the Jail stood directly opposite this statue, and it was remarked that Nelson was very improperly placed, as he had his back to his loved element, the water, while his face was towards the Jail. In front of the monument, and pointed towards the river, are two pieces of Russian ordnances captured during the war with that Country.

At the foot of this square are the wharves for the Richelieu and Ontario Navigation Company's Steamers. The Steamers running between Montreal and Quebec, are named after those cities. They are splendid double-decked iron boats, comparing favorably with the finest steamers on the Hudson. Tourists have always been very favorably impressed with the politeness and attention shown by the officers to their patrons. These Steamers have about 150 fine single and double staterooms each, beautifully furnished, and looking so neat and clean that a single glance assures one of a good night's rest. The dining room is below decks; large and well furnished. The table is supplied with all the delicacies of the season; every attention being shown to make the trip pleasant. The Steamers of this line are veritable floating palaces, and are well patronized.

A short distance along Notre Dame to the east is Dalhousie Square. This square was known for many years as Citadel Hill, from the fact that its site was once a hill or elevation upon which was built a small fort or citadel. In the summer of 1821, the then Governor-General (Earl Dalhousie) presented the site to the city, and it was named Dalhousie Square. It is not enclosed, nor yet has it any ornamentation whatever, with the exception of a small strip on the west side of Notre Dame Street. Facing this, on the site of the old Quebec Gate Barracks, is the Passenger Station of the Canadian Pacific Railway, which, however, is only of a temporary character, and is now replaced by a more pretentious structure in a more central portion of the town.

Continuing east, we pass in succession St. Thomas' Church, one of the oldest endowments in the city, the extensive works of the Canada Rubber Company, the Molson Sugar Refinery, and then, on the left side of the street, facing the river, is the Montreal Jail, of 240 feet front and three storeys in height, with a lofty basement, the centre of the building rises four storeys; the wings in the rear of the building are of the same height as the main edifice. The building is surrounded by a high wall, and to the rear are the workshops of the Canadian Pacific Railway.



HOTEL BALMORAL.

are the Customs Examining Warehouse at the foot of McGill Street, and adjoining it to the east the handsome offices of the Harbor Commissioners; and again, further on, at the foot of St. Peter Street, the office of the Allan Line of Steamships. The Custom House, at the junction of Commissioners and Common Streets, is a handsome triangular building with a tower.

Near this, at the corner of Custom House Square and St. Paul Street, will be found a very interesting and attractive establishment for those interested in all kinds of sports, summer or winter. Wightman, Ramsay & Co., always have on hand a complete assortment of Fishing Tackle, Tennis, Cricket and other Sporting Goods, as well as a complete supply of Snowshoes, Toboggans and Moccassins.

To the east of Jacques Cartier Square is the Bonsecours Market, a magnificent pile of cut stone buildings in the Grecian Doric style of architecture, erected at a cost of about \$200,000, and equal, if not superior to any building of the kind in America.

In Notre Dame Street, to the west of the Parish Church, is the beautiful building of the British Empire Life Insurance Company, built originally for the ill-fated Exchange Bank, and to the eastward, on the same side of the street is the neat stone office of the Hudson's Bay Company, and near it the lofty and commodious block called Waddell's Buildings. A short distance to the west of McGill Street has been built the new and handsome Hotel Balmoral, which is one of the finest in the city, and has accommodation for 400 guests.

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At the lower end of the Market stands the Bonsecours Church, which was the first church built of stone on the Island of Montreal, the Church of Notre Dame not being completed when this was opened. The foundations were laid in 1658 by Marguerite Bourgeoys, who intended to establish a Nunnery here, but meeting with obstacles, she visited France, whence she returned the following year, and established the Nunnery on Notre Dame Street. On the 29th June, 1673, the principal stones of this edifice were laid with great solemnity, and on August 15th, 1675, mass was performed for the first time. In 1754, it was destroyed by fire and was not re-built till 1771, when its re-erection was resumed, and on 30th June, 1773, it was completed.

THE HARBOR

of Montreal is remarkable for the extent of its wharfage and the facilities afforded to shipping. A solid revetment wall runs along the whole river front of the city, commencing at the Lachine Canal and continuing to the Current St. Mary, a distance of one-and-a-half miles. As the wall forms the outer edge of the river street, that street is open to view from the river for the whole length. Close to the canal are the basins for the Allan Line of Steamers from Glasgow and Liverpool; then follow steamers from the Maritime Provinces and different European ports, then sailing ships, then the sheds of the London Line of Steamers and the Dominion Line, from Liverpool; then follow the splendid river boats plying between Quebec and Montreal; then succeed a crowd of smaller river steamers, wood barges, and, finally, sailing ships and steamers as far as Hochelaga.

The quay or revetment wall extends down to the Current St. Mary, but the wharves are continued much further down the river, past Hochelaga, to the Hudon Cotton Factory. The total length of wharf accommodation is 4.57 miles, of which two-thirds is for ships drawing twenty-five feet of water. The Port possesses every kind of convenience for loading and despatching ships, such as steam elevators for grain and appliances for shipping cattle. The main items of export to Europe are wheat, corn, peas, oats, barley, flour, meal, potash, cheese, butter, lard, beef, phosphate and meats. The trade in cheese has developed rapidly of late years, and cattle shipments are very extensive. In order to give greater despatch the harbor is lighted by electric light under the Brush system, so that ships are loaded or discharged at night as well as during the day.

The shipping and forwarding firms have offices principally on Common Street; while Commissioners, Foundling and the lower portion of St. Peter Streets contain the produce, provision and fruit and fish merchants. The district to the west of McGill, comprising what is vulgarly known as Griffintown, and Point St. Charles, is the manufacturing part of the

city. The wholesale trade is to be found principally on St. Paul, St. Peter and McGill Streets. Craig Street bounds two of the principal squares of the city—Victoria Square at its western end, and Viger Square at its eastern end. At one corner of the former and on Craig Street is the Young Men's Christian Association Building. This is one of the finest

in the city, and in the mediæval or decorated Gothic style. The foundation and four feet of the base is of Montreal limestone, but the superstructure is of Montreal stone with Ohio sandstone dressings. In its design the building has one feature distinguishing it from every other secular or ecclesiastico-secular structure in the city, namely, a richly crocketed spire, springing from a dwarf arched tower, on the corner facing Craig and St. Radegonde Streets. The effect is striking, and highly favorable.

Victoria Square was formerly known as Commissioner Square and was then devoid of any ornament, and so neglected that it tended much to mar the appearance of that part of the city in which it is situated. In the centre of the square stood a fire engine house (the Union) which was removed about the time of the visit of the Prince of Wales.

The name of the square was changed by the Council at a meeting held shortly before the visit of the Prince (1860).

On McGill Street end of Victoria Square stands the statue of Her Majesty Queen Victoria. This work of art, procured by a subscription among the citizens, is from the studio of Mr. Marshall Wood, and was

formally presented to the city by H. E. the Governor-General, on the 21st November, 1872. The cost of the statue was about \$3,000—together with the pedestal, the latter the gift of the Corporation.

Facing the statue, and on the opposite side of the street, are the Albert Building, a beautiful block of warehouses, probably not excelled by any in the Dominion, occupied by Thos. May & Co.

The view from this point, looking up Radegonde Street towards Mount Royal, is very fine. A more exquisite picture could not be desired, and we question whether any other city can furnish a finer.

The site of Viger Square and Garden was originally a swamp or marsh, and is marked as such on an old plan of the city in 1758. Each succeeding year has witnessed improvements and additions, until the square has acquired its present beautiful and pleasant aspect. It is bounded by Craig, Dubord, St. Denis and St. Hubert Streets, and contains three fountains, the largest one being in the centre of the garden. Close by this fountain is a neat conservatory for the propagation of flowering roots, &c., for the decoration of this and other city squares. In addition to the three principal fountains, there are others for drinking purposes in various parts of the garden. The grounds are beautifully laid out, and the utmost care and discrimination have been displayed in the choice of trees and shrubs, which are plentifully cultivated. During the summer a band often plays in the grounds.

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ALL STREET RAILWAY LINES PASS THE DOOR.

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Opposite the Square, on St. Denis Street, which is one of the handsomest streets in the place, being lined with fine houses—the residences of the better class of French Canadians—is Trinity Church (Episcopal). This church is in the early English Gothic style, and is built entirely of Montreal stone; the ashlar being of random coursed work, showing the natural face of the stone, the quoins and moulded work being dressed. There is a nave, side aisles, chancel, tower and basement. The tower, which faces on St. Denis Street, is surmounted by a spire, constructed of wood and covered with galvanized iron, which has a total height of 168 feet, and is the most graceful spire in the city.

DORCHESTER STREET,

At the head of Beaver Hall Hill, the rising ground which leads to the most modern part of the town, and in which the most handsome private residences are situated, contains several fine churches and buildings.

A short distance east of Bleury Street is the Protestant House of Industry and Refuge. The building is of brick, three storeys in height, with a high basement. On the first storey is the Ladies' Industrial Department and the general offices of the institution; the second storey contains the board room, and dwelling of the superintendent. The third storey is fitted up as dormitories. All casual visitors receive a meal in the morning and evening, and as payment for breakfast they work at splitting kindling wood for one or two hours. The number of inmates average about sixty-five in summer and 120 in winter. The number of night lodgings given during the year is about 10,000. The institution possesses a farm at Hochelaga, where there is a summer house for their less robust inmates.

A short distance to the east of this is Dufferin Square, a public square formerly the Protestant Burying Ground, at the opposite corner of which, on Chenneville Street, is a Jewish Synagogue, a fine specimen of the Egyptian style of architecture. The front is of cut stone, with two columns and portico. Beyond this is St. Andrew's Home, a building owned by the St. Andrew's Society, and intended as a home for the reception of destitute Scotch people. Still further along is the French Mission Church (Protestant), erected by the French Protestant Missionary Society in connection with the church of Scotland. It is built of brick, with stone dressings and slate roof, and in the Gothic style of architecture. The church is fifty-three feet long by thirty feet.

A short distance along Dorchester Street is St. Lawrence Street and the Montreal General Hospital. On the 6th day of June, 1821, the foundation stone of the building, which now forms the central portion, was laid with Masonic honors by the Right Worshipful Sir John Johnston Bart, Past Provincial Grand Master of Canada. In less than a year the building was finished, and on the first May, 1822, it was opened for the reception of patients. On the 18th May, 1831, the Hon. John Richardson, the first president of the institution, died at the age of seventy-six years. His friends, desirous of erecting some monument to his memory, resolved to devote the money acquired by a public subscription to the enlargement of this building by erecting a wing, to be called the Richardson Wing. Accordingly, on the 16th September of the same year, the corner stone was laid, and the building was opened for the reception of patients on the 7th December, 1832. In 1848 the widow of the late Chief Justice Reid added the wing known as the Ried Wing, as a monument to the memory of her husband. Another wing was added later on and is known as the Morland Wing. This building fronts on St. Dominique Street, and is attached to the west wing of the main building. It is a plain but rather imposing structure, built of stone, four storeys in height, besides a high mansard roof. Still another addition is now in course of construction.

The churches are to the west of Beaver Hall Square on this street. At the corner of University Street is the Fraser Institute and Public Library. On Monique Street is St. Paul's (Presbyterian), which for size, beauty and convenience is one of the principal in the place. It is cruciform in plan, stained windows, and the usual accessories of Gothic architecture. The capacity is that of 1,000 sittings—there are no galleries except one for the organ and choir. There is a basement under the whole area of the church, divided into lecture rooms and school rooms, with the necessary adjuncts to each. The walls to the base are constructed of Montreal limestone; the superstructure is faced with similar material having the natural surface of the stone exposed to view; the weatherings, groins, pinnacles and all ornamental parts of the work are of Ohio sandstone. The roof is covered with slate from the Melbourne quarries. The tower, which as recently been finished, adds much to the beauty of the edifice.

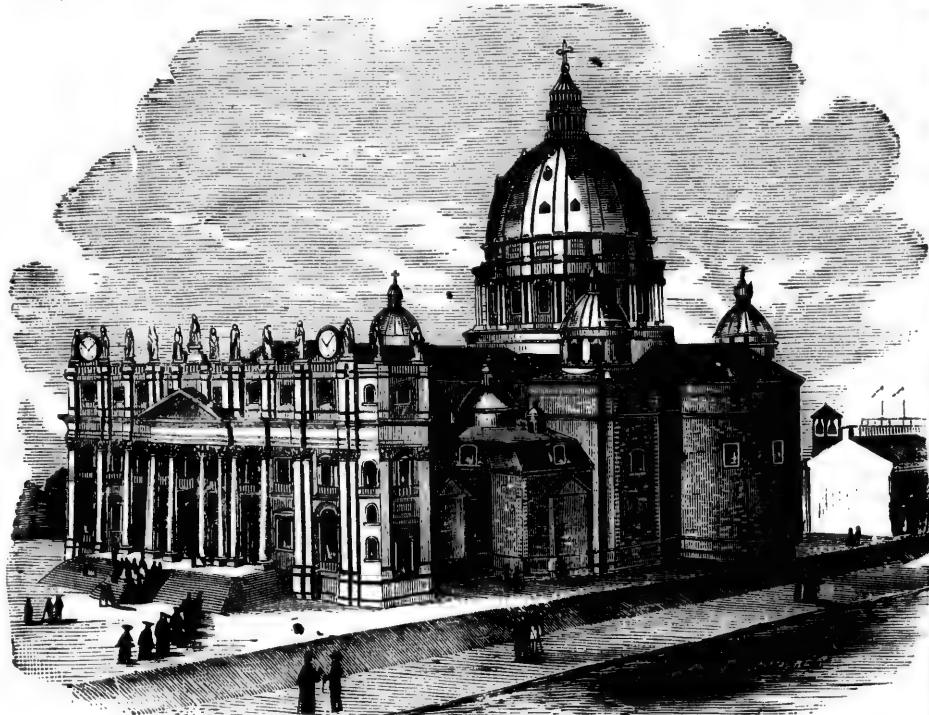
Next west, at the corner of Mansfield Street is Knox's Church (Presbyterian) in the early English style of Gothic. A short distance on is Dominion Square, the largest and and most pleasantly situated square in the city, facing which from the east is a striking pile of massive masonry which is gradually assuming form, and is to be

THE CANADIAN "ST. PETER'S,"

Erected in the form of a cross, 300 feet in length from the grand entrance to the back of the nave, while its breath—or length of the transept—is 225 feet. The length of the building will be further increased by a portico thirty feet in width. The average height of the walls is thirty feet. Those to support the roof of the nave are forty-two feet high, with an additional elevation of sixty-six feet under the great domes. Thus the extreme height of the masonry from the floor is 138 feet.

The large dome is the handsomest part of the Cathedral, and is erected over the transept supported on four gigantic pillars of oblong form, and thirty-six feet in thickness. As the dome is seventy feet in diameter at its commencement, and its summit 210 feet from the spectators on the floor of the Church, some idea may be had of its vast proportions. It is an exact copy on a smaller scale of the mighty dome of St. Peter's, and is 250 feet in height—forty-six feet higher than the towers of the French Church in the Place d'Armes. On the outside, the foot of the dome will be strengthened by sixteen pairs of Corinthian pillars, twenty-five feet in height, and surmounted by pilasters. The space between the former is to be filled by large windows richly ornamented. Above these pillars the dome curves gracefully up to its apex, from which a grand *Lanterne* arises, surrounded on a smaller scale by ornamented pillars. Above this again is placed a huge gilt ball, and pointing towards the heavens from its summit is seen a glittering cross thirteen feet long.

A magnificent portico of the composite style of architecture is to be erected in front of the church. It will be 210 feet long, thirty feet wide, and will, from its delicate carving,



ST. PETER'S CATHEDRAL.

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being surmounted by two huge clocks, and a group of statues of the Apostles, chiselled by eminent sculptors, present a favorable contrast to the unadorned and unhewn church walls. From the portico five large entrances will communicate with the vestibule, an apartment 200 feet long from which entrance to the body of the cathedral will be obtained through numerous archways.

An interior view of the church, with its walls ornamented with frescoes, statuary and paintings from the Italian school of art, seen here and there between vista of lofty pillars, will be very striking. Under the immense dome will stand the high altar, and leading away from around it will be seen rows of arched pillars, dividing the aisles and supporting the roof. Besides the grand altar there are to be twenty chapels in the cathedral, and in each of the four immense pillars which support the dome, there will be room for three commodious altars. The foot of each pillar is to form a vault for the reception of the bodies of bishops, &c. Light will be admitted through the five domes, and will be increased by six large lanterned casements, and a number of small windows. There will be no colonnade, by which to approach the edifice as at St. Peter's, Rome; but the grounds will be ornamented with fountains, &c.

On the opposite side of the square, at the corner of Peel and Osborne Streets, stands St. George's Church (Episcopal), built of Montreal stone, Ohio sandstone being used for the decorative parts. The architecture is an adaptation of the 13th century Gothic. The massive entrance in the same style with its ornamentation of church and crown symbols so appropriately blended engages the attention, and the view of the interior immediately conveys the idea of spaciousness, while the colouring charms the eye by its richness and harmony. The lofty and apparently unsupported span of the roof in the upper part is a triumph of architect and builder. It is intended to add a tower and spire with a height of 230 feet to complete the design.



WINDSOR HOTEL.

Adjoining this stands the Dorchester Street Wesleyan Church, in the English Gothic style of the 13th century, a handsome and commodious edifice in which recently a very fine organ has been placed.

On the opposite (western) side of Dorchester Street is the "Windsor Hotel." Adjoining to the rear is Stanley Street Presbyterian Church. A plain but neat edifice, built of white pressbrick. This church has been built by the Presbyterian Body who oppose the use of the organ in their service. Opposite to this church is the Victoria Skating Rink. The building is of brick and is 250 feet long by 100 broad. It is covered by a semi-circular arch-like roof, fifty feet high in the centre, constructed to give an apparent lightness of effect combined with great strength. The space used for skating is surrounded by a promenade raised about a foot above the level of the ice. The front portion of the building is two storeys in height, and contains on the lower floor commodious dressing and cloak rooms and offices, while the upper part provides a residence for the superintendent. At the extreme end of the building is a gallery. At night the building is well lighted by electricity.

At the corner of Drummond and Dorchester Streets is the American Presbyterian Church. This building is an exact copy of Park Church, in Brooklyn, New York, and has a massive appearance, yet without any great pretension to architectural beauty, no particular style being applied in the design. Its length over all is 144 feet, and the width eighty-six feet. The ceiling is forty-four feet from the floor. The front elevation, on Dorchester Street, has two towers, one at each angle, the one on the south-west corner being finished with a spire rising to a height of 200 feet above the street, the other being finished square at about eighty feet high. Farther west on the opposite side of the street is the Crescent Street Church (Presbyterian) an imposing edifice of the Gothic French style. It has a fine front with three portals, deeply recessed and moulded. The tower and spire have a graceful appearance, and are 217 feet in height. Not far from this at the corner of Mountain and Osborne Streets, is the Olivet Baptist Church, a beautiful building of Gothic style.

ST. CATHERINE STREET

Is well paved and lighted, and has several churches and places of interest. The eastern portion has a great many shops patronized by the French population which are massed in that direction. In this part near the corner of St. Denis Street is the church of Notre Dame de Lourdes, which lacks the interest given to many other churches of the city by historical association, but is interesting on other grounds. The church is one of recent date, and has been built and ornamented with the single design of expressing and interpreting, by means of painting, the dogma of the Immaculate Conception of the Virgin Mary. This is the only work of the kind on this continent, and reflects great credit upon the native artist, M. Bourassa, and his *corps* of assistants. The architecture is Byzantine, similar to much of the Renaissance period, and the church is a *bijou* of art well worthy a visit.

A little further westward on the north-east corner of St. Denis are St. James Church (R.C.) and Schools.—The church is a beautiful stone building, in the early pointed style of the 13th century, erected upon the site of the former "Bishop's Church and Palace," and is arranged to seat about 2,500 persons. The schools are substantially built edifices, capable of accommodating a large number of pupils. A short distance beyond this stands the Asile de la Providence. This institution, which is under the direction of the Sisters of Charity of the Providence Convent, was founded in 1823. The object of the institution is to receive and care for aged and infirm women, orphans, etc.

Some distance along St. Catherine Street in a westerly direction is a chapel in which M. Bourassa has executed a study of another subject in similar style. It is called Notre Dame de Nazareth.—This church is on St. Catherine Street, near St. George Street. It is placed between the Asylum for Blind Children and the Orphan Asylum. These institutions are built of brick, but the façade of the church is one of limestone, and its style is Norman. The paintings commemorate incidents in the early life of our Lord, his birth, his flight into Egypt, his poverty and labour at Nazareth. Over the altar he is painted as the Good Shepherd, and around him are the four Evangelists. The architecture of the interior is light and graceful, the colours are harmonious, and the effect is very pleasing. Adjoining is the Roman Catholic Orphan Asylum, or Salle de l'Asile Nazareth, under charge of the Grey Nuns. At the side of this is the main entrance to the Catholic Commercial Academy, which is a fine building that at once attracts the attention of all passers-by. The edifice is 125

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feet in length, forty-five feet in breadth, and three storeys in height. In the centre of the building on each side is a large entrance, the surroundings of which are beautifully ornamented with elaborate workmanship in stone. Surmounting the building, above each doorway, is a tower twenty feet in height, pyramidal-shaped. The whole structure has an appearance of stateliness and solidity.

A short distance from this, near the junction of Bleury with St. Catherine Street, is the Church of the Gesu, generally considered one of the most beautiful church edifices in America. The style of architecture is the round Roman Arch. It is 194 feet long and ninety-six wide, but at the transept the transversal nave is 144 feet long. The height of the two naves is seventy-five feet. The Gesu forms a perfect cross. The head of the cross is formed by the sanctuary. The interior is frescoed in the most elaborate manner. Over the high altar is a beautiful fresco representing the crucifixion of our Lord. Higher up the centre-piece is a scene from the Apocalypse. On the ceiling of the sanctuary, the shepherds are seen adoring the new-born Saviour. Against the four large columns, which support the ceiling, in the centre of the cross, are statues of the four Evangelists, bearing lusters with seven branches. Near the pulpit is St. Mark with a lion; at the opposite corner of the sanctuary, St. Matthew with an ox; at the lower corner, on the pulpit side, St. Luke with a child; and, opposite, St. John with an eagle. There are also in the church several fine paintings. St. Mary's College and Faculty of Law is alongside the Church. This college, which is under the direction of the Society of Jesuits, was opened on the 20th September, 1848, and chartered on the 10th November, 1852. The building is an imposing and substantial pile of stone, four storeys in height, and surmounted in the centre by a large dome.

A short distance west is Phillips Square, at the corner of which is the building of the Art Association, which may be said to owe its existence to the generosity of the late Benaiah Gibb, who gave the site of the building with a large donation in money and his fine collection of paintings towards the object.

At the corner of City Councillors Street stands the St. Catherine Street Baptist Church. Its dimensions are, length 114 feet, width seventy-two feet. The Sunday school occupies the lower portion of the building, which is entirely above ground, with a ceiling fifteen feet high, and furnishes accommodation for 1,000 scholars. The church proper is sixty by seventy-two feet, with accommodation for 800. The building is entirely of Montreal stone, rock finished, with dressed facings.

Nearly opposite this is the church recently purchased by the Congregation of St. Gabriel on St. James Street, which, however, was originally built for the Independent Wesleyans.

Passing on a block is Christ Church Cathedral (Episcopal). This church, which is unquestionably the most beautiful specimen of ecclesiastical architecture in Canada, was opened for divine service on Sunday, November 27th, 1860. It is of the cruciform plan, and consists of a nave and aisles 112 feet long and seventy feet wide; transepts 100 feet across the tower, and twenty-five feet wide; tower twenty-nine feet square; and choir, forty-six feet long and twenty-eight feet wide; with aisles for open chamber. The spire which is entirely of stone, rises to a height of 224 feet. Connected with the choir is the robing room and clerk's room, and half detached from this an octagonal building containing the chapter house, and diocesan library. Internally, the nave, sixty-seven feet high, has an open roof, the timbers of which are worked and carved. Two ranges of columns and arches separate the nave from the aisles. The capitals of these columns are carved and designed from Canadian plants. The four end arches of the nave spring from sculptured heads, representing the four Evangelists. The ceiling of the choir is elaborately illuminated in blue and vermillion, and spangled with golden stars. The wheel window on the St. Catherine Street front is in colored glass (the gift of the School children) and also the four small windows underneath, representing the four major prophets; the whole of the windows in the choir gallery of the choir are in colored glass. The altar windows is of the most chaste and elegant description. The transept windows and the windows in the end of the aisles are also of painted glass. The pews are all low, with carved ends and without doors. The stalls in each side of the choir are finely carved. The reredos is laid with encaustic tiles, chocolate colored ground, with *fleur de lis* in green. On one side of the alter are the sedilia for the clergy, of exquisite workmanship. Three arched canopies, on polished stone columns, support the seats. At either sides are busts of the Queen and of the late Bishop of the

Diocese. Over the arches is carved, and the letters illuminated, "Oh, worship the Lord in the beauty of holiness." The front is a beautiful specimen of stone carving executed in England. The organ is by Hill, of London, and the clock and bells are also of English manufacture. The edifice is built of Montreal limestone, with dressings of stone imported expressly from Caen in Normandy. The entrance porch, on St. Catherine Street, is beautifully carved.

A short distance below the Cathedral, on University Street, is the Natural History Society Museum. It is built of white brick. On the ground floor is the lecture room, library, committee room, and residence of the keeper. The second storey, which is about thirty-nine feet in height, contains the museum, which is surrounded with a gallery and lighted by skylights.

Opposite the Cathedral to the west is the Queen's Hall, the handsomest concert hall in the city, and adjoining the latter on Victoria Street is the Academy of Music, the principal theatre in the place.

A short distance from this to the west is to be noticed, at the foot of McGill College Avenue, a large brick building which faces on St. Monique Street, an institution of the city in which Turkish and all other descriptions of baths are to be had. This establishment, which has been so favorably known for many years, has recently received additions and improvements to such an extent as to add greatly to its facilities and accommodation, and is now without exception the largest and most complete Turkish Bath on the continent. The use of the Bath and other remedies practiced at this Institute is known to be most beneficial in promoting the healthful action of the skin, purifying the blood, equalizing the circulation, removing local and internal congestion, and soothing the nervous system.



TURKISH BATH INSTITUTE, ST. MONIQUE ST. Hygienic Medication, or the successful treatment of disease without drugs ; also the new process of Massage. Special attention is also devoted to the treatment of Chronic Diseases. Board and Rooms for a limited number of patients, and also for others who may desire to learn to live healthfully, may be obtained at this institute. Public Bathing hours : *Gentlemen*, 6 to 8 A.M., and 2 to 9 P.M. *Ladies*, 10 A.M., to noon

Up McGill College Avenue is the handsome new Synagogue of the English German and Polish Judaists.

At the corner of Peel Street stands the Erskine Church (Presbyterian.) This building is 136 feet by seventy-nine feet ; height of the side walls, forty-nine feet ; from the ground to apex of the roof, eighty-two feet. In front of the church, in the centre, is a tower eighteen feet six inches square, surmounted by a spire, the height of which from ground to top is 196 feet. The walls are of rough Montreal stone, in small courses, the sides of the windows, doors, buttresses, tower, &c., being of cut stone. The windows are pointed throughout, with tracery heads. There are three entrances in front, the centre one being thirteen feet wide and thirty-two feet high. There are also two entrances in rear of the church. The building accommodates about 1300 persons.

Between Peel and Drummond Streets stands Emmanuel Church, the principal church of the Congregationalists, built in the early English style with basement. On to the west past open grounds, utilized by Lacrosse and Cricket Clubs for their sports, is the Church of St. James the Apostle, in the Gothic style with handsome tower.

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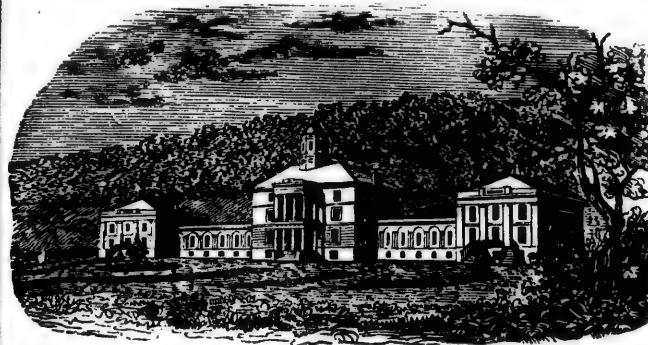
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SHERBROOKE STREET

is a wide, well paved street, running near the base of the mountain, lined with the residences of the wealthy and fashionable citizens of the place, the principal object of interest on which is McGill College, at the head of the Avenue of that name. The main building contains class rooms, library, and the residences of the principal, the professor in charge of the resident undergraduates, and the secretary. The library contains over 20,000 volumes of standard works. This number does not include the library of the Medical Faculty, which contains upwards of 5,000 volumes. The museum was formerly in these buildings also, and

contained a general collection of type specimens of Zoology; the Carpenter collection of shells, presented by Dr. P. P. Carpenter to the University; the Carpenter collection of Mazatlan shells; the Cooper collection of 200 Canadian insects; a collection of Canadian fresh water and land shells; also Botanical, Geological and Mineralogical specimens; models in mining



MCGILL COLLEGE.

and engineering and the philosophical apparatus with a Chemical laboratory furnished with all the necessary appliances. All of which were removed to the Peter Redpath Museum, standing in the foreground of the College and the handsomest building in the grounds. It was a donation to the university from Mr. Peter Redpath.

At the west end of the college building is situated the observatory, the basement of which is devoted entirely to the observations on Terrestrial Magnetism. The ground storey and leads are devoted to Meteorological observations. The transit tower is for the purpose of furnishing time to the city and to ships in the harbor, and is connected by electric telegraph with a "Time Ball" at the wharf.

At the eastern end of the college is the building erected for the Medical Department. This is a fine stone structure, four storeys in height, erected in 1872 at a cost of about \$30,000.

Adjoining the grounds the College (to the west) and opening on McTavish Street, stands The Presbyterian College, a handsome structure. It is built in a style of architecture, which immediately commands attention. Adjoining it, is the benefaction of Mr. David Morrice, called Morrice Hall, comprising a convocation hall and library, dining hall and dormitories. The Congregationalists have a College opposite on McTavish Street, and the Wesleyan Methodists on the east side of the grounds, facing University Street.

At the extreme west of Sherbrooke Street, stands the Grand Seminary on what is known as the "Priest's Farm."

The old Manor Houses still stands on this property, and the two remaining towers of the old fort now guard the entrance to the Seminary Building. They consist of a main building, 530 feet long flanked by two transverse wings, one of which is 252 feet long, and crossed in the centre by the chapel.

The chapel is 113 feet in length very tastefully finished, and there are some good paintings on the walls. The architecture is in the Roman style, and the glass is stained in light colours. The College is under the direction of a superior, who is assisted by 125 Seminaires.



GRAND SEMINARY.



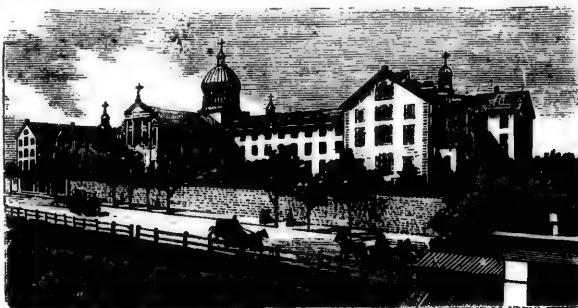
GREY NUNNERY.

America. It is situated in a large open field, at the head of St. Famille Street and contains the church, convent and hospital. The whole of the grounds are surrounded by a massive stone wall, and the circumference of the enclosure is one mile and a half. The foundations of the building were laid by the Roman Catholic Bishop on the 1st July, 1859, and in January, 1861, the bodies of the deceased sisters were removed, with great solemnities, from their resting place in the old chapel to the new building. The physicians of the institution are the professors of the French School of Medicine. There are seventy-five nuns in charge of the institution which contains a large number of old men, orphans, and over 200 patients, while an average of over 2,000 sick persons are annually admitted.

There is a cluster of churches grouped together on Beaver Hall Hill which arrests the attention, as well by the beauty of the building as their choice situation. St. Andrew's Church, at the corner of Belmont Street, somewhat after the style of the celebrated Salisbury Cathedral. It is built of Montreal stone, with a tower surmounted by a spire which rises to a height of 180 feet from the ground. The interior is lofty and imposing, and the ceiling which is spanned by open timber work, painted to imitate oak, rises in the centre to a height of forty-six feet, and is in strict accordance with the style of the building. The Gallery fronts and pulpit are of rich Gothic work; and the effect of the whole is heightened by the light passing through stained glass windows.

On the opposite side of Beaver Hall is the Church of the Messiah (Unitarian). The style of architecture is the Byzantine, effective in character. The tower is seventeen feet square, and when complete will be about 120 feet high. Over the door is a large rose window, and in the chancel a window of a highly decorative character, both of which are filled with stained glass. Accommodation is afforded for over 800 persons.

On the lower corner of Palace Street and Beaver Hall Hill is St. Bartholomew's, the Reformed Episcopal, erected by the First Baptist Congregation. The building is in the early English Gothic style surmounted by a tower, and is built entirely of stone, rock-faced with cut stone dressings, the roof being covered with purple and green slate, in ornamental patterns. The edifice is fifty-five feet wide by eighty deep, with a projection of ten feet in front and eight feet in rear, and consists of two departments, the main audience-room, or church, and the lecture room or basement. The main portion of the building is forty feet in height from the floor to the centre of the vaulted building; it is arranged with galleries to accommodate about 1,000. There are three entrances, two in the front and one on the east side of the building.



HOTEL DIEU.

On Guy Street, in the west part of the city is the Grey Nunnery another imposing massive stone structure covering an immense area, in which instruction is given to a large number of the fair sex from all parts of the continent.

A notable object of interest is the

HOTEL DIEU,
being first of the religious houses, founded in Montreal in 1644 for the reception of the sick and diseased poor. This is the most extensive religious edifice in

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St. Patrick's Church, a short distance east of the Church of the Messiah on Augauchetiere Street, stands on an elevated site. It is one of the most striking objects visible on approaching the city. It is built in the Gothic style of the fifteenth century. The extreme length is 240 feet, the breadth ninety feet, and the height of spire from the pavements is 225 feet. The interior of the building is most elaborately decorated, and the altar presents a gorgeous appearance. The church will seat about 5,000 persons.

THE DRIVES.

By far the pleasantest drive is to the brow of Mount Royal through the Mountain Park. The Mountain Park, recently laid out, was planned by Mr Olmstead, the designer of Central Park, New York, whose achievements there have been recognized by a statue adorning one of the entrances. The view from Mount Royal is very beautiful; suddenly, after an easy ascent by a winding road, we are looking forth on the city, with its spires, its gardens and avenues; beyond is the broad flowing St. Lawrence, with the Victoria Bridge and Lachine Rapids just visible in the distance; fading away toward the horizon are the hills of Vermont, many miles away. Another pleasant drive is around the Mountain.

The drive to Lachine leads along the banks of the St. Lawrence and commands views of fine scenery.

Another favorite drive is in an opposite direction to the last, to Long Point, passing through the village of Hochelaga. The scenery in this direction is of quite a different character from the west of the city. The village of Longueuil, Boucherville and Varennes may be seen on the opposite of the river. That to the Mount Royal Cemetery is to the east side of the mountain, about two miles from the city. The approach to it is by a winding carriage way, passing through which may be seen many of the wild beauties of nature, and from several points on the road there are beautiful views to be had in every direction. The road, which is kept in the finest condition, is planted on each side with trees. The gateway at the entrance is of cut stone, with iron gates.

Drive to Back River, six miles from Montreal, is a pleasant one. The Convent of the Sacred Heart, the Palace of the Archbishop of Montreal, and Jesuits' College are situated here.

CITY PASSENGER RAILWAY.

ROUTES AND TIME.

CRAIG AND ST. ANTOINE STREET ROUTE.—Cars run every fifteen minutes, from 7.00 a.m. Last Car from Papineau Road at 9.30 p.m.—Fare, 5 cents.

HOCHELAGA AND TANNERIES ROUTE.—Cars run every twelve minutes, from 6.00 a.m. Last Car from Hochelaga at 9.40 p.m., from Tanneries at 10.00 p.m.—Fare, 5 cents.

ST. DENIS STREET.—Cars run every fifteen minutes from 6.15 a.m. Last Car leaves top of St. Denis Street at 9.30 p.m., from foot of St. Denis Street at 9.40 p.m.—Fare, 5 cents.

POINT ST. CHARLES CARS.—Leaves Post Office every fifteen minutes from 6.15 a.m. Car leaves Post Office at 8 p.m.—Fare, 5 cents.

ST. CATHERINE AND ST. LAWRENCE ROUTE.—Cars run every sixteen minutes in the morning, and every eight minutes after 2 p.m. Last Car leaves Mile-End at 9.40, and St. Catherine Street Terminus at 10.20 p.m.—Fare, 5 cents.

OFFICES OF RAILWAY AND STEAMBOAT COMPANIES.

Canadian Pacific Railway, corner of McGill and St. James Streets, A. B Chaffee, Jr., City Passenger Agent.

Grand Trunk Railway, 143 St. James Street, W. D. O'Brien, Ticket Agent.

Delaware and Hudson Canal Company's Railway, 143 St. James Street, C. C. McFall, Agent.

Central Vermont Railway, 136 St. James Street, A. C. Stonegrave, Agent.

Richelieu and Ontario Navigation Company, 136½ St. James Street, Foster Chaffee, Ticket Agent.

Intercolonial Railway, 136½ St. James Street, G. W. Robinson, Agent.

Ottawa River Navigation Company, 154 St. James Street.

STEAMSHIP LINE.

Dominion Steamship Company, 8 Hospital Street, D. Torrance & Co., General Agents.

Allan Steamship Company, 25 Common Street, H. & A. Allan, Agents.

Quebec Steamship Company, 205 Commissioners Street, David Shaw, Agent.

Canada Shipping Company, Custom House Square, H. E. Murray, General Manager.

White Cross Steamship Line, St. Sulpice Street, opposite French Parish Church, Munderloh & Co., General Agents.

Inman Steamship Line, 143 St. James Street, C. C. McFall, Ticket Agent.

Donaldson Line of Steamships, Ross Line of Steamships, Great N. W. Steamship Company, 23 and 25 St. Sacrement Street, Robert Reford & Co., Agents.

Temperley Steamship Line, 205 Commissioners Street, David Shaw.

TARIFF OF FARES FOR HACKNEY CARRIAGES.

ONE-HORSE VEHICLE.—Time allowed, fifteen minutes, for one or two persons, 25 cents ; for three or four persons, 40 cents. Time allowed—thirty minutes, for one or two persons, 40 cents ; for three or four persons, 60 cents.

For the first hour—For one or two persons, 75 cents ; for three or four persons, \$1. For every subsequent hour, for one or two persons, 60 cents ; for three or four persons, 75 cents.

TWO-HORSE VEHICLE.—Time allowed—fifteen minutes, for one or two persons, 50 cents ; for three or four persons, 65 cents. Time allowed—thirty minutes, for one or two persons, 65 cents ; for three or four persons, 75 cents. For one or two persons, \$1 ; for three or four persons, \$1.25 cents.

BAGGAGE.—For each trunk carried in any such vehicle, 10 cents. No charge for travelling bags, valises, boxes or parcels which passengers can carry by the hand.

a. When the drive exceeds half an hour, hour rates to be charged ; fractions of hours for any drive exceeding one hour, shall be charged at *pro rata* hour rates as above established for drives by the hour.

b. For drives between midnight and four o'clock in the morning, fifty per cent. shall be added to the tariff rates above established.

c. The tariff by time shall apply to all drives extending beyond the city limits, provided the engagement is made within said limits.

d. Children under five years of age and sitting on their parent's or guardian's lap, will be admitted free of charge and shall not be held as being included in the word "persons" in the said tariff.

e. The word "drive" wherever it occurs in the tariff shall be held to admit stoppages within the time fixed for said drive.

PLACES OF AMUSEMENT.

THEATRES AND MUSIC HALLS.—Academy of Music, 13 Victoria Street. Theatre Royal, 15 Cotte Street. Queen's Hall, St. Catherine Street.

LEADING HOTELS.

Hotel Balmoral, 1894 to 1910 Notre Dame Street. St. Lawrence Hall, 139 to 143 St. James Street. Windsor Hotel, Dominion Square.

BANKS.

Bank of Montreal, 109 St. James Street. Bank of Toronto, corner St. James and St. John Street. Banque d'Hochelaga, corner Notre Dame and St. Francois Xavier Streets. Banque du Peuple, 97 St. James Street. Banque Jacques Cartier, 7 Place d'Armes. Banque Nationale, corner St. James and Place d'Armes. Banque Ville Marie, 153 St. James Street. Canadian Bank of Commerce, Standard Building, St. James Street. Montreal City and District Savings Bank, 176 St. James Street. Merchants' Bank of Canada, corner St. James and St. Peter Streets. Ontario Bank, 8 Place d'Armes. Quebec Bank, 1730 Notre Dame Street. The Bank of British North America, 140 St. James Street. The Molson's Bank, 200 St. James Street. Union Bank of Lower Canada, 1763 Notre Dame Street.

CLUBS.

St. James Club, corner University and Dorchester Streets. City Club, 171 St. James Street. Metropolitan Club, 37 Beaver Hall Hill. Teutonia Club, 84 St. James Street. Victoria Skating Club of Montreal Rink, 49 Drummond Street, office 96 St. Francois Xavier Street. Grand Trunk Boating Club, secretary's address, Box 85 Point St. Charles. Victoria Bridge Boating Club, secretary's address, 13 Forfar Street. Montreal Bicycle Club, Club House, 143 Mansfield Street. Emerald Snowshoe Club. Le Trappeur Snowshoe Club, St. Elizabeth Street. Montreal Snowshoe Club, 143 Mansfield Street. Argyle Snowshoe Club, Club Room, Oddfellows' Hall, Point St. Charles. St. Charles Snowshoe Club. (Tuque Rouge) corner Sebastopol and Wellington Streets. Tuque Bleue Toboggan Club. Montreal Caledonia Curling Club, rink corner Mountain and St. Catherine Streets. Montreal Curling Club, 1493 St. Catherine Street. Royal Montreal Golf Club, secretary's address. Bank of Montreal. Montreal Thistle Curling Club. Royal Caledonian Curling Club of Montreal, Club Room, Thistle Rink. Montreal Cricket Club, ground, St. Catherine Street. West End Tennis and Archery Club, Berresford Street, Lower Lachine Road. Montreal Lacrosse Club, Club House, 143 Mansfield Street. Dominion Lacrosse Club, secretary's address, 8 Farm Street, Point St. Charles. Shamrock Lacrosse Club. Britannia Football Club, Club Rooms, 19 University Street. Montreal Football Club, affiliated with Montreal Athletic Association. Montreal Athletic Association, Club House, Mansfield corner Burnside Place. McGill University Football Club, students' reading room, main building, Faculty of Arts. Montreal Swimming Club, secretary's address, 243 University Street. Montreal Racket Club, 74 St. George Street.



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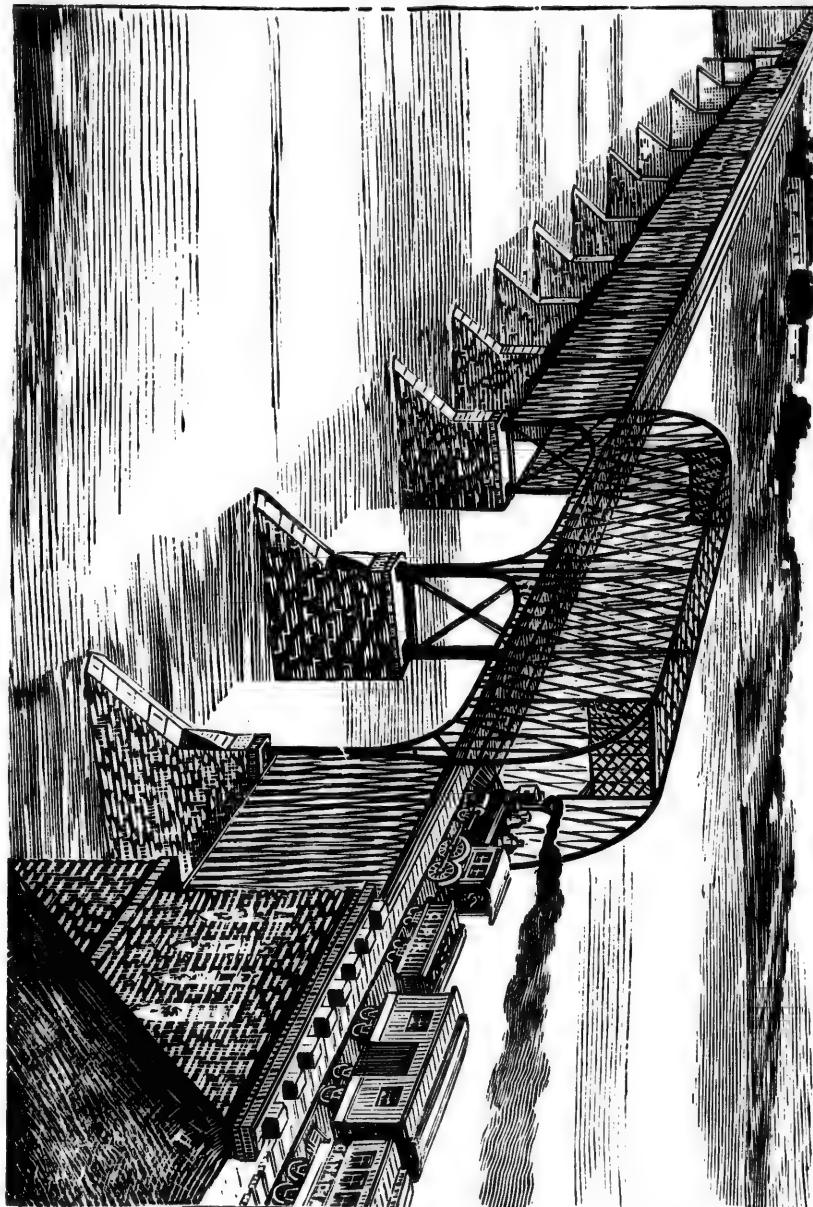
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2282 ST CATHERINE STREET.

Third Day—WEDNESDAY, 6th FEBRUARY.

FORENOON—Championship Fancy Skating Tournament, at Victoria Rink, at 10 o'clock. Tobogganing at Park and Tuque Bleue Slides, at 10 o'clock.

AFTERNOON—Second day of Trotting Races on the river ice—opposite Jacques Cartier Square—at 2 o'clock. 3 o'clock, Grand official opening of Park Club Toboggan Slides by Their Excellencies, and Fancy Dress Toboggan Carnival, with 5 o'clock Tea. Band, Skating, and five o'clock Tea at Victoria Skating Rink. Carnival Snowshoe Races on the Montreal Club Grounds—under the patronage of Their Excellencies, at 2.30 o'clock.

EVENING.—Commencing at 9 o'clock. Storming, defence and capitulation of the Ice Palace by the allied Snowshoe clubs, advancing from the mountain, under cover of the guns of the Montreal Field Battery ; the besieging host commence the attack simultaneously from all sides of the palace ; the defence by the Garrison, and onslaught of the invaders, with the dissolving illumination of the palace, previous to the capitulation, forms the grandest spectacular event to be witnessed in the world. Continuation of 10 mile Championship Races at Dominion Skating Rink. Illumination of public buildings.

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Second Day—TUESDAY, 5th FEBRUARY.

FORENOON.—Band and Skating at Victoria Skating Rink, from 10 to 12.
Tobogganining at Park and Tuque Bleue Slides, commencing at 10 a.m.

AFTERNOON.—2 o'clock. 1st day of Trotting Races on the river ice—opposite Jacques Cartier Square. Tobogganining at Park Slides. Grand official opening of Tuque Bleue Slides by Their Excellencies.

EVENING.—Children's Fancy Dress Skating Carnival at Victoria Rink—from 8 to 10.30 p.m. St. George's Snowshoe Club Tramp, to their Club House at Côte St. Antoine, with illumination—leave at 8 o'clock from Windsor Hotel. Brilliant illumination of tobogganining slides. Grand display of Fireworks at the Park Slides. Continuation of 10 mile Championship Skating Race at Dominion Rink. Illumination of Ice Palace and public buildings.

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The Great Winter Carnival of 1889.

MONTREAL, 4th, 5th, 6th, 7th, 8th and 9th FEBRUARY.

—OFFICIAL PROGRAMME.—

First Day—MONDAY, 4th FEBRUARY.

FORENOON.—10 o'clock. Opening of the Park and Tuque Bleue Tobogganing Slides. Visitors welcome.

AFTEROON.—Arrival of Their Excellencies the Governor-General and The Lady Stanley of Preston. Manning of the living Arch in Their Excellencies' honor. Band and 5 o'clock Tea at Victoria Skating Rink. Skating at the Dominion Rink, Tobogganing at the Park and Tuque Bleue Slides.

EVENING.—Formal opening of the Ice Palace, by Their Excellencies. Electric illumination of the Ice Palace and grand pyrotechnic display. Band and Hockey Matches at the Victoria Skating Rink. Commencement of the 10 mile Amateur Skating Championship Races, at Dominion Rink. Emerald and Le Trappeur Snowshoe Clubs' Tramp to the Athletic Club House, at 8 o'clock. Brilliant illumination of Park and Tuque Bleue Toboggan Slides. First night of the "Pearl of Pekin" at the Academy of Music, to run all week.

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Fourth Day—THURSDAY, 7th FEBRUARY.

FORENOON.—Skating at Victoria and Dominion Skating Rinks, from 10 to 12 o'clock. Tobogganing at Park and Tuque Bleue Slides, commencing at 10 o'clock.

CIVIC HOLIDAY.

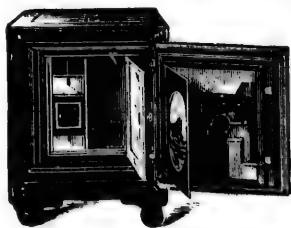
AFTERNOON.—Tobogganing at Park and Tuque Bleue Slides. Grand Fancy Carnival Drive, or winter Mardi-Gras, moving westward on Sherbrooke Street from Union Avenue, at 2.30 ; introducing equipages of all sorts and conditions, ancient and modern ; allegorical cars and club cars, the whole presenting a wondrous scene of life and merriment, never before approached for ludicrous and suggestive incidents by any similar event.

EVENING.—Tobogganing. Brilliant illumination of the Park and Tuque Bleue Slides. Grand special display of Fireworks at the Park Slides. Grand Fancy Dress Carnival at Victoria Rink, at 8 o'clock. Fancy Dress Carnival at Dominion Skating Rink, commencing at 8 o'clock. Illumination of Ice Palace and Public Buildings.

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During the last twenty-six years I have had uninterrupted practical experience in Cutting, Designing and Preparing Ladies' Dresses ; and in that time a person should learn the ins and outs of his business. This has enabled me to produce an elegant Tailor-made Dress, on the newest principles and of good material ready for wear, at \$12.00, complete. No one, be they rich or poor, can be attired in a more suitable dress. They can be made to suit all tastes and sizes, and cannot be procured at any other establishment within double the money.

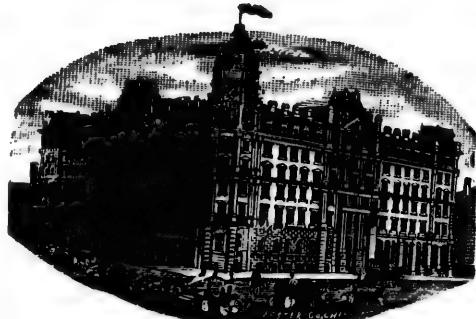
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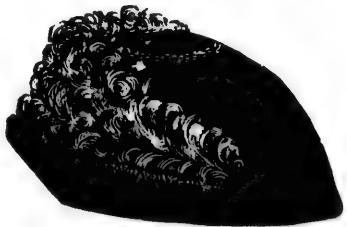
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Sixth Day—SATURDAY, FEBRUARY 9th.

FORENOON—Tobogganing at Park and Tuque Bleue Slides, commencing at 10 o'clock.

AFTERNOON—Tobogganing at Park and Tuque Bleue Slides. Montreal Snowshoe Club's Annual Races, at their grounds, at 2.30 o'clock. Band and 5 o'clock Tea at Victoria Rink. Third day's Trotting Races on the river ice—opposite Jacques Cartier Square—at 2 o'clock.

EVENING—Hockey Matches at Victoria Skating Rink, at 8 o'clock. Tobogganing, Park and Tuque Bleue Slides brilliantly illuminated. Montreal Snowshoe Club's Annual Dinner and presentation of prizes at Windsor Hotel. Final Race for the 10 mile Skating Championship at Dominion Rink. Illumination of Ice Palace and public buildings, with pyrotechnic display.

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Strings of every
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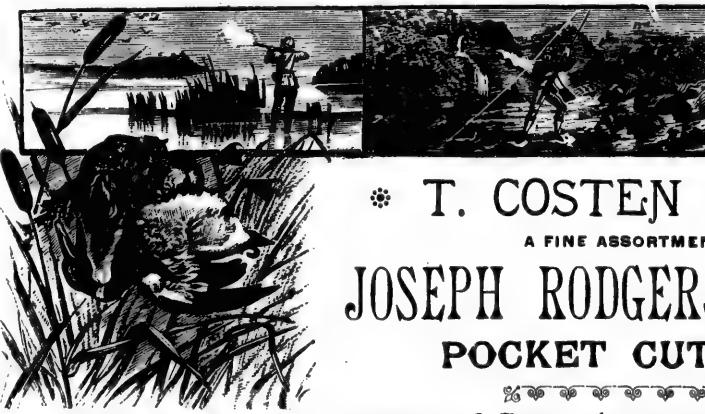
2282 ST. CATHERINE STREET.

Fifth Day—FRIDAY, 8th FEBRUARY.

FORENOON.—Tobogganing at Park and Tuque Bleue Slides, commencing at 10 o'clock. Visit to McGill University, and address to His Excellency by the University, 11 a.m. Skating at Victoria and Dominion Rinks, from 10 to 12 o'clock.

AFTERNOON.—Band and skating at the Victoria Rink, at 3 o'clock. Tobogganing at Park and Tuque Bleue Slides. Toboggan Races at 3 o'clock at the Tuque Bleue Slides. Grand Citizen's Drive, headed and guided by the Montreal Tandem Club; starting from Dominion Square at 2.30 o'clock. This drive will embrace the largest turnout of private winter equipages to be seen in any city on the continent.

EVENING.—Carnival Skating Races and Games at Victoria Skating Rink at 8 o'clock. Tobogganing. Brilliant illumination of the Park and Tuque Bleue Slides. Continuation of 10 mile Championship Race at Dominion Rink. The Argyle and Garrison Artillery Snowshoe Clubs' tramp to the Athletic Club House, starting at 8 o'clock from McGill College Gate. Grand Ball at Windsor Hotel. Illumination of Ice Palace and public buildings.



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NOTES

The foregoing Programme is subject to revision and addition.

Specially reduced rates prevail on all the railroads leading to Montreal.

Lists of hotels, restaurants, boarding and lodging houses, may be had on application at Carnival Office, Mechanics' Building, 204 St. James Street, Montreal—personally or by letter.

Special membership tickets. (Gentlemen, \$3.00, Ladies, \$2.00,) good for all entertainments Carnival Week, in the Victoria Rink, will be issued to strangers by the Victoria Skating Club. Holders of these tickets are cordially invited to take part in Fancy Dress Festivals—subject to costume regulations of the Board.

The electric illumination will be supplied by the Royal Electric Company.

Messrs. Wm. Notman & Son, with the co-operation of the various athletic clubs, will publish combination photographs of the principal events of the Carnival.

Among the objects of interest, open to all during the Carnival, are the superb club-house, kennels and stables of the Montreal Hunt; the new and spacious Athletic Club-House, Côte des Neiges ; St. George's Club-House, Côte St. Antoine ; and McGill College Library and Museum.

St. Peter's Cathedral, Dominion Square, in construction, will be open to visitors.

All the drives in Mount Royal Park, will be in excellent order during Carnival week, affording famous views of Montreal and its environs.

Hackmen wearing Carnival Badges are under the patronage of the Carnival Committee, and are respectfully recommended to the consideration of visitors.

The Park and Tuque Bleue Toboggan Slides will be at the disposal of strangers during Carnival Week, and members of these clubs will give a cordial welcome to visitors. Members of both clubs will be at their slides during the week to pilot guests.

The Park Slide is situated at a beautiful spot on top of Mount Royal, commanding a splendid view, and has a fine Club House adjoining. This slide is about fifteen minutes' drive from the city. The Park club has return chutes, bringing sliders back to opposite chute—a feature no other club in America can boast of.

The Tuque Bleue Slide is situated at West End of Sherbrooke Street ; has a nice Club House, and is also about fifteen minutes' drive from city.

At the Academy of Music, Rice & Dixey's "Pearl of Pekin" will run during the week.

Bishop's mammoth view of Montreal will be on exhibition at the Natural History Society's Rooms, daily, from 6 a.m. to 6 p.m., and from 7 to 10 p.m.

THE EXECUTIVE COMMITTEE.

JOSEPH HICKSON, HON. PRESIDENT.

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A. DESJARDINS, M.P., HON. VICE-PRESIDENT.

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THOS. TRIMBLE, VICE-CHAIRMAN.

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C. C. CLAPHAM, SECRETARY.

Information respecting any department of the Carnival may be ascertained from the following Chairmen, by applying to Mr. Clapham, Secretary, 204 St. James Street.

WILLIAMS CASSILS,	CHAIRMAN CARNIVAL BALL.
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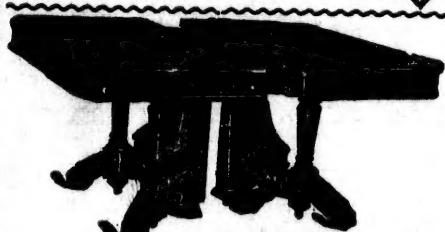
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